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10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
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11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
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4.30 p.m. to 5.00 p.m. Every 15 minutes.
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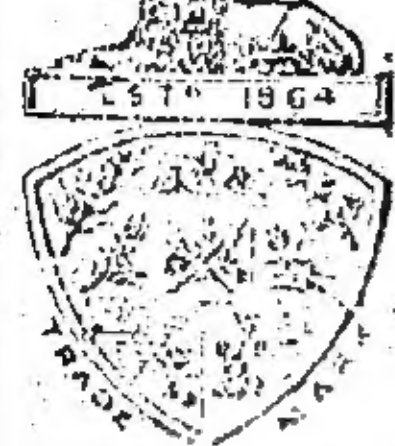
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Ho g'onn, 3rd December, 1902.

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Hongkong, 9th December, 1902.

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BIRTH.
On the 30th November, at Spring Grove, Grange Road, Singapore, the wife of A. von Bismarck, of a son.

DEATH.
On the 25th November, at Chefoo, MARY BRADSHAW CARL, mother of FRANK A. CARL, Commissioner of Customs, aged 73 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 12th December, 1902.

PERIODICALLY this Colony is visited by an epidemic which, though not to be mentioned in the same breath as a visitation of plague, is nevertheless a very serious nuisance to the regular residents in Hongkong. We refer to the class of men who are classed together under the general title of "beachcombers." As, in the case of most other ports in the East, this social parasite is always with us here; but apart from the normal number, from time to time it happens that we suddenly find ourselves favoured with the attentions of an extra quantity of these undesirable. We should not like to say that it is a fact that such a visitation is always preceded by the arrival of some vessel from Manila, but it unfortunately must be held true that while other neighbouring ports send us their ones, Manila sends its tens. A glance at the streets of Hongkong in the vicinity of the various bars at certain periods of the day will serve to show that Manila has had a clearing out recently. Nor do we have to go outside to see the beachcomber. He comes into our offices, to show that he is in our midst; several cases of this kind have come under our notice during the past few days. He will even go to our houses, preferably in the absence of the master, and to our hotels. He asks money without even the preliminary formality of inventing a plausible tale. He does not stop at beggary, but goes on to theft. That his presence is an evil is readily recognised; whether it is a necessary evil is a question which no one seems to

ask. Nearly two years ago we pointed out what a dumping-ground for destitute persons Hongkong had become. The situation is in no way better now. Nevertheless it seems to us that residents here have a right to ask that something should be done for their protection against the worthless class of men who have no claims to be allowed to dwell in Hongkong at the expense of others. The House of Detention does little to meet the requirements of the case. There is naturally a repugnance to be strict with a man who, in the popular phrase, is "down on his luck," but it is absurd to make this an excuse for nourishing, to the detriment of the community, good-for-nothing aliens with whom their own countrymen will have nothing to do. When a citizen of the United States is deported from Manila by the authorities there, why should he be welcomed to Hongkong? When an undesirable's own Consul with do nothing for him, why should he enjoy Hongkong hospitality for an indefinite period? It is not fair to the residents in Hongkong that destitute individuals of bad character should be allowed to land on the island in search of their prey. Such leniency merely adds to the difficulties of police discipline in the Colony and in no way can be made out to be an integral part of that British freedom about which the talk is allowed to degenerate into cant in such cases as these. That side of justice which demands that a man should be just to himself calls for some attention to the question which we have been considering, and it is full time that some step should be taken for the protection of Hongkong against the rejected of other ports.

The German gunboat *Hitt* left for Canton yesterday morning.

The French Sisters hold their annual bazaar to-day, commencing at 2 p.m., in the City Hall, under the patronage of Sir Henry and Lady Blake.

A polo match will be played on the polo ground to-morrow afternoon, at 4 o'clock. By kind permission of Colonel Candy and Officers, the band of the 14th Bombay Infantry will be present.

Japanese papers just to hand now state that it was at a wild duck hunting party on the Imperial estate of Niihama, Chiba prefecture, that the death of Colonel Buck, late U. S. Minister at Tokyo, occurred.

Sixty-eight rounds of 12-pounder Krupp ammunition, four boxes of Pom-Pom ammunition, and 40,000 rounds of small arms ammunition, concealed by the Boers, were unearthed at Harrismith last month.

Admiral Evans, U.S.N., landed at Blake Pier yesterday forenoon and paid a formal visit to His Excellency the Governor at Government House. A guard of honour of the 1st Wood Foresters received the Admiral at Blake Pier.

By kind permission of Lieut-Col. Birdwood and Officers of the 10th Bombay Light Infantry, the band of the regiment will play the following selections during dinner at the King Edward Hotel to-night, from 7.30 to 9 o'clock:—

"A Frangenza"..... P. M. Costa
"Valse Song"..... B. Costa
"Shop Girl"..... Ivan Cyril
"Promises of Life"..... H. Cowen
"Sourire d'Avril"..... D'Epri
"Happy Dances"..... A. Godfrey
"God Save the King."

Although it was understood that the Secretary of the United States Navy would present no demand to Congress for the building of important warships, owing to the scarcity of officers at the present time, the Navy Board on Construction has submitted a report in which it recommends that two battleships of 16,000 tons, two armoured cruisers of 14,500 tons, and two gunboats of the *Maricetta* type shall be put in hand. It is announced that the Board in framing this recommendation took into consideration the present needs of the navy and the development of foreign navies, particularly that of Germany. The General Board agrees with the Board of Construction that naval increase should be authorised during each session of Congress.

From what we can hear, the effect of the first action of the Siamese Government, in declaring the rate of exchange 17 ticals to the £, was most serious, says the *Singapore Free Press* of the 2nd inst. The difference between the current rate and that fixed paralysed trade. The banks were of course unable to do business and the mercantile firms were equally affected, this extending to the rice-mills, to whom of course 17 ticals to the £ instead of the 20½ current made an enormous difference. We conclude, although it is a matter of conjecture, that the dislocation was so great that the Siamese Government had to review their position, probably on the representation of the banks, who are said to have gone so far as to decline Government business. This led to the second telegram that the rate was still under consideration. And again to the third, fixing the rate for the present at 20 ticals to the £. This promises a better chance of success, although it is above the market rate. The effect on the local market has been to entirely stop business with Bangkok and the banks are doing nothing, while local dealers, in the uncertainty, are equally unwilling to do anything.

The Italian cruiser *Piemonte* is daily expected at Singapore. The *Puglia*, which is relieving, left Singapore at the end of last month.

In the case of the Nagasaki Groshop Keepers against the *Nagasaki Press* for libel, judgment is reserved until the 10th inst.

A large public meeting of Filipinos was held at Manila last week to protest against the admission of Chinese labour to the Philippines.

A telegram to the *Asahi*, dated Seoul, 1st December, says:—Ye Yo-yok has escaped from the palace and taken refuge in the Russian Legation.

Singapore ad-ress record another shipping disaster, the vessels concerned being the *Kian Yang* owned by Khoo Tong Pan and the *Hoon San II* owned by the Opium Farmer. The vessels had collided near Pulau Pisang light, and in a few minutes the *Kian Yang* sank, many lives being lost—the number was estimated at about 30. The *Kian Yang* was a boat of seventy tons net and one hundred and twenty gross, was built of wood at Hongkong in 1891 and was 110 feet by 13 feet by 7 feet. She was of 35 horse-power and was commanded by Captain Chopard, who had a crew of 32 natives.

At a postage stamp sale in London last month there was offered for sale a remarkable mint block of black penny English stamps, unused, issued in 1840. The block is the lower half of plate 1, and contains 119 stamps (one stamp is missing), all in excellent condition and with full margin. The set was purchased at £12, or a fraction under £1 per single penny stamp. The marginal printed information and instructions have a very quaint reading at this time of the day. "Price 1d. per label, 1s. per box of 12, 41 per sheet. Place the labels above the address and towards the right-hand side of the letter. In wetting the back be careful not to remove the cement."

The annual returns of the number of courts-martial held and summary punishments inflicted on seamen, marines, &c., in the Royal Navy during 1901 have been issued as a Parliamentary paper. The number of courts-martial held in 1901 was 258, and the number of persons tried 277, of which number 270 received sentence and 7 were acquitted. The offences for which the greatest number of charges was preferred was that of striking and attempting to strike a superior officer—of these there were 132; the offences of theft and embezzlement stand next with 89 cases, and that of behaving with contempt to a superior officer next with 73 cases. The total number of cases in which punishment was awarded was 268, of which 173 were given imprisonment with hard labour. An abstract showing the number of offences against superior authority, and also of drunkenness and desertion punished by court-martial during the years 1891-1901 inclusive indicates that during that period, while the number of seamen and marines who had nearly doubled—it was 56,898 in 1891 and 100,546 in 1901—the total number of offences against superior authority in those years has varied from 113 to 276, of drunkenness from 7 to 17, and of desertion from 20 to 16. The number of summary punishments awarded in 1891 was 46,795 and in 1901 was 104,457.

A Russian naval officer, just returned here from Vladivostok, informs us, writes the *Times* correspondent at Odessa under date November 5th, that the scheme mooted some time ago for patrolling the Amur and its tributary, the Shilka, is being seriously considered by the Russian authorities. The latter have, he says, awakened to the fact that in certain contingencies by no means unlikely to arise, the complete possession of the Amur would be fraught with exceptional advantages. At present, he declares, Nikolaievsk, a most important strategic point at the mouth of the Amur, is very inadequately equipped to withstand a vigorous and well-planned attack by a torpedo-boat flotilla. For several hundred miles the Amur is easily navigable for light-draught vessels of war, and even the tributaries of the Amur would be navigable for the class of gunboat adopted by the British on the Nile and in other foreign waters. My informant not only inclines to the view that it is necessary for Russia to protect the Amur and its tributaries by means of torpedo-boats and gunboats, but declares that the Russian authorities are becoming convinced that, if only as a subsidiary measure to the attainment of the complete and final pacification of the Manchurian frontier, an organised patrol service along the boundary waterway must be established. The development of the plan for still further strengthening Russia's already commanding railway position along the Manchurian frontier by means of naval units deserves serious attention.

STABBING AFFRAY.

Frederick Hodson, a sergeant of marines on the U.S.S. *Kentucky*, has been arrested on a charge of having stabbed Edward Larnie, a private of marines on the U.S.S. *New Orleans* on Wednesday night. Larnie was stabbed in the thigh. He was sent to the Government Civil Hospital.

FIRE AT WEST POINT.

About half-past one o'clock yesterday morning fire broke out in the Mow Hing Chung rattle-shop at 458, Queen's Road West, belonging to Pang Sam Kong, 318, Des Vaux Road West. The fire brigade turned out under Captain Lyons, Deputy Captain Superintendent of Police, and managed to confine the conflagration to the shop where it had originated; this building, however, was completely destroyed. The origin of the fire and the amount of the damage are not known; the stock was insured for \$10,000.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 10th December, 8 p.m.

VENEZUELA—BRITISH CLAIMS.

Lord Cranborne stated in the House of Commons that Great Britain's claims against Venezuela include compensation for unjustifiable interference with British trading vessels, for imprisonment and ill-treatment of British subjects, for seizure and destruction of British property, and for damage to British railway property.

REUTER'S SERVICE.

LONDON, 9th December.

THE VENEZUELAN DIFFICULTY.

The British and German representatives presented an identical ultimatum to the Venezuelan Government at Caracas on Sunday afternoon; and, if not complied with, immediate military action will be taken.

THE MARSEILLES STRIKES.

The dockers at Marseilles have joined the strike, and refuse to unload vessels of whatever nationality. The Marseilles trades unions are discussing the advisability of a general strike: the fishermen, joiners, bakers, and butchers have already joined.

VENEZUELA.

The British and German representatives left Caracas yesterday with their staffs for Jaguaire, where they subsequently embarked on the warships.

LONDON, 9th December.

THE MARSEILLES STRIKE.

The French Cabinet has decided to actively intervene in the Marseilles strike, and has instructed Admiral Rouvier to call upon masters and men to accept a settlement by arbitration, with Admiral Rouvier as arbitrator.

STRAITS CURRENCY COMMISSION.

The Straits Currency Commission continues to take evidence, but the date of drafting of the report is yet undeterminable. It is understood that the report will be sent to Singapore before it is published in England.

CRICKET—WICKETS TO BE

WIDENED.

The captains of the first-class counties have decided, as a concession to bowlers, to increase the width of the wicket one inch by increasing the diameter of the stumps.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-day, 12th December, at noon.

Motion:—[Hon. G. W. F. Playfair.] That His Excellency the Governor should be requested to appoint an independent Committee unconnected with the Public Works Department to examine into the truth of the statements contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and up to the date of that return.

ORDERS OF THE DAY.
1. Third reading of the Bill entitled An Ordinance to authorise the making of By-laws by the "Star" Ferry Company, Limited.
2. Third reading of the Bill entitled The New Territories Titles Ordinance.
3. Committee on the Bill entitled An Ordinance to consolidate and amend the Laws relating to Public Health and to Buildings.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day, 12th December, at 4.15 p.m.

ORDERS OF THE DAY.
1. Correspondence relative to the extermination of mosquitoes.
2. The Surveyor's report for the third quarter of 1902.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Letter from the Hongkong Steam Laundry requesting a further extension to comply with a smoke nuisance notice.
2. Minutes from the Medical Officer of Health relative to the registration of fat-boiling establishments.
3. Minutes from the Medical Officer of Health recommending that proper channels and drains may be constructed in the Shek Tong Shui Market.
4. Application for the erection of fifteen water-closets at the Kowloon Dock.
5. Further correspondence relative to the provision of a back-yard for No. 1, Ladder Street.
6. Mortality statistics for this Colony for the week ended November 22nd, 1902.
7. Lime-washing return for the fortnight ended December 6th, 1902.
8. Rat return for the fortnight ended December 8th, 1902.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR DECEMBER.

The following cards were returned:—
Mr. E. V. D. Parr 98-18=78
Mr. W. R. Lemarchand 104-25=79
Mr. A. B. Lawson 88-6=80
Mr. H. W. Robertson 93-12=81
Mr. G. Stewart 85-4=81
Mr. C. M. G. Burnie 83-1=82
Mr. J. E. Lee 97-15=82
Mr. T. C. Gray 113-22=91

POOL.
Mr. E. V. D. Parr 90-18=78
Mr. W. R. Lemarchand 104-25=79
Mr. G. Stewart 88-6=80
Mr. C. M. G. Burnie 93-12=81
Mr. J. E. Lee 97-15=82
Mr. T. C. Gray 113-22=91

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 10th December.

AN UNFORTUNATE CHANGE.

Li Ka-chouk, Acting Magistrate in Sun Tak district, is to be transferred to Yam Chow in the prefecture of Lim Chow, Kwangtung, and Wong Sung will be reinstated in his former place. Li is friendly to foreigners, while Wong is anti-foreign. During the anti-Christian agitation in Sun Tak, Li Ka-chouk has been doing a good deal for the Christians and saved many a life, for which he has been rewarded with a medal by the French government. Ever since he took up the acting appointment of the Sun Tak Magistrate no complaint has been made against him. It is a great pity that he is to be transferred, for Sun Tak is a very important mart for foreign commerce.

ONE EFFECT OF MR. EVANS'S DEATH.

Since the attack upon the late Mr. Evans the river route from Bogue Ports to Canton has been divided into five sections, each section being watched by a Chinese gunboat or torpedo-boat.

A MILITARY APPOINTMENT.

Chen Ping-chik has been appointed General of the native levies in Canton, with full powers to shift about the "braves," and to increase or diminish their numbers as he likes. He is said to be a trustworthy Chinese official.

AN USEFUL "BATTLESHIP."

Li-chou, the Admiral on the Canton river, is a well-to-do man, and is very fond of showing it. Lately he has bought a flower-boat to turn into a battleship for cruising about the river and creeks to catch pirates. The boat is very gorgeously fitted up and newly painted. She has a paddle-wheel at her stern and another poop added to her for the accommodation of Li's soldiers and servants, while the saloon is used for the entertainment of guests. The boat is too heavy; so that once when she was taken in tow by a steam-launch to Sewkwan she was very nearly capsized. She now remains at anchor beside the Hoichin fort.

ALL'S WELL THAT ENDS WELL.

About two months ago a certain Chinese merchant shipped a large quantity of paper from the West and North Rivers to Canton to the value of over one hundred thousand taels. On the boat passing West River she was attacked by pirates. It happened that a man-of-war was cruising near, which succeeded in driving the pirates away. The soldiers took possession of the paper and refused to give it up, saying that it was taken in reprisals against the pirates. The merchant came to Canton and asked a certain German firm in Shamen to take up the case for him, through whose intervention he has now got back his goods. A few days ago just as the price of paper was rising, he sold his stock at good profit.

MR. J. J. BELL-IRVING
AS AN ANGLER.

A Dumfriesshire paper to hand by the German mail has the following angling item:—On Monday (Oct. 27) Mr. W. O. Bell-Irving, Milnkbank, caught two salmon weighing 20 and 17 lbs. respectively in the Annan. On Tuesday Mr. J. J. Bell-Irving had one of 8 lbs.

THE EXPLOSION OF THE "MAINE."

A New York telegram to the *Manila Gleaner* says that there has been a bill introduced in the Senate allowing the Spanish Claims Commission to hear claims arising from the explosion of the battleship *Maine* in the harbour of Havana. The majority of these claims are presented on part of the families of the victims of the *Maine* explosion, and the passage of the bill will shorten the time necessary for the consideration of the claims, as otherwise it would have been necessary to have presented these claims to the regularly constituted Court of Claims.

THE CHARGE AGAINST A
MANILA ATTORNEY.

Referring to the case of the man Terrell, the attorney-at-law who has been figuring in the Police Court here, the *Manila Gleaner* of the 6th inst. says:—

Governor Taft yesterday sent a cable despatch to the Governor of Hongkong requesting that he should arrest Attorney Terrell upon his arrival there. The request was sent on the strength of two warrants sworn out in the court of first instance of this city charging Terrell with fraud. The complainants are Captain Tuthery, Terrell's former partner, A. S. Stephens, and a Chinese to whom Terrell was indebted and to each of whom he had given a bill of sale of his library. It is rumoured that the matter between Terrell and Stephens grew out of a gambling debt, as the detective recently raided the latter's place at 221, San Miguel and found there two roulette wheels and tables, 5 slot machines and several hundred poker chips. It is generally conceded that the extradition of Terrell will depend almost altogether upon the temper of the local court at Hongkong. If the court refuses to release Terrell on a writ of habeas corpus the matter will probably end there and Terrell will be returned to Manila.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Vancouver on the 10th inst, at 12.30 p.m. The Imperial German mail steamer *Sachsen*, which left here on the 12th ult., arrived at Genoa on the 10th inst, p.m.
The O.S.S. steamer *Alecinus* left Shanghai yesterday morning, and is due here on the 14th inst.
The N.Y.K. steamer *Tamba Maru* (European Line) left Singapore for this port on the 10th inst, p.m., and is expected here on the 14th inst.

HONGKONG REGATTA.

First, sunshiny weather prevailed yesterday, the concluding day of the Hongkong Regatta, but the strong wind, though most desirable and beneficial for the yacht races, made the task of the rowing crews difficult, and the disadvantage was increased by the broken water. Despite it all, however, the sport was excellent, and surpassed in the degree of interest it held for everyone that of the opening day. Eight events, excluding the Soulling Championship, which was rowed on Wednesday and won by Mr. W. O. Köhler, were down for competition, and of these the most important was the International Challenge Cup, the race of the Regatta. It was won by the English crew, who crossed the line only two feet ahead of the German. The flagship *Daylight* was crowded with visitors, amongst them H.E. the Governor, Lady Blake, and Miss Blake, Sir William Meigh Goodman and Miss Goodman, and the Hon. F. H. May. In the harbour a fleet of launches travelled between the starting and the finishing points, combining with the other spectacular features of the Regatta to impart to the whole scene an appearance of the greatest animation. On the *Daylight* Miss Goodman presented the trophies to the Ladies' Prize race to the winning crew, and was in turn, at the hands of the stroke cox, Mr. W. O. Köhler, made the recipient of a lovely bouquet. At the conclusion of the sports Lady Blake distributed the prizes, and also handed to Captain Roade, of the *Daylight*, some pieces of silverware—a mark of the esteem of the Regatta Committees for the captain's courtesy in placing his ship at their disposal. Lady Blake was accorded three cheers and a "tiger," on the call of the Hon. Secretary, Mr. J. W. White. Similar vocal tributes of appreciation were paid to H.E. the Governor and the Hon. F. H. May, Chairman of Committees, who, on behalf of his brother committee-men, thanked Lady Blake for her kindness in presenting the prizes and handed to her a tastefully arranged bouquet of flowers. This concluded the ceremonial part of the proceedings, and at the same time marked the close of the Regatta, which has been a most successful and enjoyable one.

Appended are the results and times:—
FIRST RACE.
LIGHT GIGS.—Open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any H.M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per cox. Four boats must start for 2nd prize. Winning crew of 1st race, 1st day, will be handicapped by the Committee, 1st prize, \$15; 2nd prize \$10. Post entries. Services oars and conditions.
1—*Glory*.
2—*Torpedo*.
3—*Tamar*.

Three started, all six-oared. The stroke of the *Torpedo* boat caught a "crab" right at the outset, and his oar came out of the rowlock. He replaced it quickly, but the accident cost the crew quite a length. The *Glory* got the lead, and kept it throughout, the other two coasting bow and bow for second place, which fell to the *Depôt* representative. Time, 8 min. 23 sec. Won by four lengths.

SECOND RACE.
INTERNATIONAL CHALLENGE CUP.—For four-oars. Cup presented by the late J. S. Laprak, Esq., to be held by the winning crew for one year; but to remain the property of the Club. Distance, one mile and a-half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. *ERBILH*.
Station No. 2.—White and green.
Row G. H. Rabie 10 0
2 G. H. Edwards 11 3
3 C. McI. Messer 12 7
Stroke H. L. Blagay 13 3
Cox F. W. White 10 0

2. *GERMAN*.
Station No. 3.—Red, white, and black.
Row C. König 11 0
2 G. E. Fappier 11 6
3 Brandes 11 3
Stroke W. O. Köhler 12 7
Cox H. W. B. Kennett 19 0

3. *SCOTCH*.
Station No. 1.—White with thistle.
Row F. D. Bain 9 4
2 P. S. Jameson 11 2
3 W. Armstrong 13 0
Stroke J. Millar 10 11
Cox G. A. Caldwell 13 0

PORTUGUESE (did not start).
Station No. 4.—White and blue.
Row F. M. Rosa Pereira 10 0
2 N. H. Alves 9 8
3 A. A. Alves 11 6
Stroke A. E. Alves 11 11
Cox C. M. S. Alves 10 0

This was the event of the Regatta. Only three completed, the Portuguese boat not turning up. The Scotch boat was slow in getting away, but the other two were off at the jump. The *Rose* secured a slight lead, but could not shake off the *Kornblume*, which was steered magnificently by Kennett. White, the coxswain of the English boat, did not do so well for his men, going inside unnecessarily. Though they were nowhere at the finish, the Scotchmen pulled best together, and deserved better luck. The race between the English and German boats was most exciting, for the latter crept up and from the starter's launch it was impossible to say which held the advantage. The *Rose* eventually won a ding-dong race by a couple of feet from the *Kornblume*. Time, 12 min. 8 sec.

The Scotch crew at the finish complained that the Hongkong Boat Club launch, which passed them on the inside, crossed their bows during the race.

THIRD RACE.
BROKER'S CUP, LIGHT GIGS (Double sculls).
Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the

Victoria Recreation Club and Hongkong Boat Club.			
1. Station No. 3.—White and red.	st.	lbs.	
Bow ... S. A. Sath ...	9	8	
Stroke ... H. W. Sayer ...	9	2	
Cox ... F. W. White ...	10	0	

2. Station No. 1.—White.			
Bow ... A. M. Rosa Pereira, Jr. ...	9	6	
Stroke ... L. A. Muzzo ...	11	9	
Cox ... F. M. Rosa Pereira ...	10	0	

3. Station No. 2.—White and blue.			
Bow ... J. M. Rosa Pereira ...	9	8	
Stroke ... A. V. B. Ross ...	9	8	
Cox ... A. J. V. Ribeiro ...	10	0	

4. Station No. 3.—White and pink.			
Bow ... C. K. King ...	10	0	
Stroke ... G. E. Pappier ...	11	9	
Cox ... W. Armstrong ...	13	0	

5. Station No. 4.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... G. H. Edwards ...	11	3	
Cox ... C. McI. Messer ...	12	7	

6. Station No. 5.—Red and blue.			
Bow ... G. H. Rabie ...	9	12	
Stroke ... R. Lapsley ...	11	4	
Cox ... J. Miller ...	10	11	

7. Station No. 6.—Dark blue and light blue.			
Bow ... F. D. Bain ...	9	4	
Stroke ... J. H. R. Hance ...	10	2	
Cox ... A. Humphreys ...	11	6	

8. Station No. 7.—Dark blue and light blue.			
Bow ... C. V. Bland, R.A. ...	10	8	
Stroke ... A. D. Chanter, R.A. ...	10	10	
Cox ... E. A. Fanehaw, R.A. ...	11	8	

9. Station No. 8.—Green and white.			
Bow ... H. M. Bain ...	9	0	
Stroke ... G. E. Pappier ...	11	0	
Cox ... G. H. Edwards ...	11	3	

10. Station No. 9.—Green and white.			
Bow ... J. B. Beuslow ...	11	0	
Stroke ... E. Davies ...	10	5	
Cox ... E. Andrews ...	11	0	

11. Station No. 10.—Chocolate and light blue.			
Bow ... N. H. Alves ...	9	8	
Stroke ... A. E. Asger ...	9	4	
Cox ... A. Humphreys ...	11	11	

12. Station No. 11.—Green and white.			
Bow ... E. Lunders ...	11	1	
Stroke ... R. Curt ...	10	4	
Cox ... W. Armstrong ...	13	0	

13. Station No. 12.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

14. Station No. 13.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

15. Station No. 14.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

16. Station No. 15.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

17. Station No. 16.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

18. Station No. 17.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

19. Station No. 18.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

20. Station No. 19.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

21. Station No. 20.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

22. Station No. 21.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

23. Station No. 22.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

24. Station No. 23.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

25. Station No. 24.—Dark blue and light blue.			
Bow ... J. Miller ...	10	11	
Stroke ... J. H. R. Hance ...	11	1	
Cox ... A. J. Mackie ...	10	0	

26. Station No. 25.—White and blue.			
Bow ... F. M. Rosa Pereira ...	10	10	
Stroke ... R. C. Wittichell ...	11	6	
Cox ... A. A. Alves ...	11	4	

27. Station No. 26.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

28. Station No. 27.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

29. Station No. 28.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

30. Station No. 29.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

31. Station No. 30.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

32. Station No. 31.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

33. Station No. 32.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

34. Station No. 33.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

35. Station No. 34.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

36. Station No. 35.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

37. Station No. 36.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

38. Station No. 37.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

39. Station No. 38.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

40. Station No. 39.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

41. Station No. 40.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

42. Station No. 41.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

43. Station No. 42.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

44. Station No. 43.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

45. Station No. 44.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

46. Station No. 45.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

47. Station No. 46.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

48. Station No. 47.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

49. Station No. 48.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

50. Station No. 49.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

51. Station No. 50.—Green and white.			
Bow ... H. N. Ferrers ...	10	1	
Stroke ... C. K. King ...	11	6	
Cox ... H. Brandes ...	11	3	

52. Station No. 51.—Green and white.			
Bow ... A. Tolcke ...	10	11	
Stroke ... B. S. Brown ...	10	0	

THE NEW E. & A. S.S. "EMPIRE."

On representative paid a visit yesterday to the Eastern and Australia steamship Empire, the latest addition to this Company's fleet, of which Messrs. Gibb, Livingston & Co. are the local agents. Several people availed themselves of the opportunity of inspecting the vessel. Capt. Green, the Company's superintendent, conducted the party over the ship, which has accommodation for 70 first-class passengers, 40 second-class, and 40 European steerage and 100 Chinese steerage. On leaving the promenade deck, which is 165 ft. long, the party went through the saloons and staterooms, all of which are very comfortable, upholstered in green, and furnished to suit the most fastidious taste. On descending to the first-class saloons one is struck with the perfect arrangement which exists, the breadth of the ship being occupied with cabins, and a wide passage running down the centre. The cabins are fitted with the latest improvements, and are provided with bunks for two passengers only in a room which is certainly capable of holding four. Both berths are provided with a port-hole, a luxury in itself. It is also noticeable that instead of the usual single washstand, a double one adorns the cabins of the Empire. The ladies' cabins are perfect, with their artistic draperies hanging from the bunks, and present a very fine appearance. Electric fans are provided in each cabin, and can be moved to any position required. The baths meet with the admiration of all. Here one can have a douche bath, spray bath, shower bath, or a wave bath.

Mr. Laurence Niven, the chief engineer, states that the Empire is a single screw vessel, with extra strong tail shaft, and has triple expansion forced draft engines (Howden's) with a working pressure of 300 lbs. to the square inch. On the trial trip the Empire attained a speed of nearly 16 knots, but her average speed may be taken as 14 knots. The ship was built on the Clyde by Messrs. Beardmore & Co. (late Messrs. R. Napier & Co.), and has a gross tonnage of 4,498. The skipper is Capt. McArthur, who has four capable officers with him. The ship's doctor (Mr. Pugh) pointed out the splendid ventilation of the vessel, a most important feature.

The party were afterwards entertained to dinner by Capt. McArthur in the luxurious dining saloon, capable of seating 70 persons, and thus a most enjoyable trip came to a close.

"SHERLOCK HOLMES."

As was anticipated, the dramatization of Sir Conan Doyle's Sherlock Holmes proved a strong attraction, and the Theatre Royal was crowded when on Wednesday evening the Janet Waldorf Company made its debut in this highly interesting play. It has already been said that the dramatization follows the text as closely as possible, and presents in concrete form a series of incidents culled from the most popular of Sir Conan Doyle's stories. The adventures of the wonderful detective, whose prototypes, we believe, is to be found in Dr. Bell, of Edinburgh, possess an absorbing interest for the reader, and their presentation in the form of a drama makes an equal claim on the attention of the spectator. Thus, in the play under review, which is shaped from the shorter tales of the Adventures and Memoirs of Sherlock Holmes, there appear the striking features of such stories as A Scandal in Bohemia, The Royal Coronet, The Fine Orange Pips, A Blue Carbuncle, and The Final Problem; whilst incidents are borrowed from the complete novels A Study in Scarlet and The Sign of Four.

As with the other pieces of their repertoire, the Janet Waldorf Company produced something entirely new to Hongkong theatre-goers in staging Sherlock Holmes, so that in addition to its other good qualities the play carried with it the charm of novelty, ever appreciated in the estimation of an audience. The scene in the first act laid in Sherlock Holmes's chambers in Baker Street, where, in addition to the detective himself, the spectator is introduced to Dr. Watson and a Royal duke who, while seeking the professional assistance of Sherlock Holmes, desires to conceal his identity. His efforts to do so, however, assisted though they are by the black mask he is wearing, are futile, and the audience has the satisfaction of seeing the famous investigator rise to the traditions of his name and defeat the attempt at secrecy of his strange visitor, who explains that he wants the help of Sherlock Holmes to avert a scandal which is threatening him owing to his inability to meet the demands of blackmailers. These demands are conveyed to him in the form of orange pips, each one representing £1,000, and as the unfortunate duke has just received ten, the reason for his perturbation is apparent. Sherlock Holmes goes to work in his peculiar style, and gains entrance to the house of Count Von Stamm, where the documents which the duke is anxious to recover are concealed. Holmes obtains the papers from Miss Irene Adler, an actress who is involved in the scandal and who has taken advantage of the count's carelessness in disposing of the coveted documents.

Regarding Miss Adler as the rightful owner of these, Sherlock Holmes returns them to her and advises their destruction. The young lady adopts this counsel, consigning the packet to the flames, and the curtain descends on the spectacle of the discomfited duke and his blackmailing accomplice, Madame de Chastelle, standing affronted at the muzzle of the revolver held in the hand of the nonchalant detective.

This is but one aspect of the play, but it will serve to show the broad lines upon which the drama is built. In the second act a performance by street dancers is introduced, and here also met Holmes's powerful antagonist, Professor Moriarty, "the Napoleon of crime." The memorable fight on the cliff between these two is vividly reproduced, and forms perhaps the best incident of the play. As the author, in

response to the demands of admiring and enthusiastic readers, saw fit to restore to Sherlock Holmes the life of which he had been robbed in the encounter that sent Professor Moriarty to his death, so too has the dramatist for the purposes of his work, granted him renewed being, and in the concluding act Holmes appears to how his acknowledgement of the plaudits of the audience.

With Mr. Noyall McGregor lay the depiction of the principal character, Sherlock Holmes, and the intricacies of the part, he followed with scrupulous care. All the idiosyncrasies of the great detective, as we have read of them from the pen of Sir Conan Doyle, were denoted with exactitude, and his fantastic methods in the unravelling of crime admirably portrayed. Mr. Wilson Forbes had a responsible part in the role of Professor Moriarty, and although his conception of it did not suggest the intellectual genius who was able to laugh at the enmity of Sherlock Holmes, the interpretation Mr. Wilson chose to give the part was a convincing one. Miss Waldorf had little to do as Irene Adler, but she drew a clever picture of the role and made the most of her opportunities, feeling though they were. Dr. Watson was cleverly assumed by Mr. Albert Goldie, and his housekeeper, the garrulous Mrs. M. Leon, had every justice done her by Mrs. A. Dow-Carrier. The other parts were played generally to advantage.

Sherlock Holmes will be repeated to-night.

LATE TELEGRAMS.

NEWS VIA Ceylon.

SOUTH AFRICA.</

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Bedrooms

Board and Residence—
By the day.....From \$5 to \$7.00
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Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. BUTIONJEE,
Proprietor.
Hongkong, 25th November, 1901. [3159]

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(Established 1873)
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Cuisine Excellent. Prompt Attendance.
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"Telegraphic address "HINKEE" [1184]

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Hongkong, 4th October, 1902. [2651]

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SHAMEN, CANTON.

BRITISH CONCESSION.

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Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [1183]

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CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code
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Extreme Length..... 523 feet.
Length on Blocks..... 513 "
Width of Entrance on Top..... 89 "
Width of Entrance on Bottom..... 77 "
Water on Blocks at Spring Tide..... 263 "

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Extreme Length..... 371 feet
Length on Blocks..... 350 "
Width of Entrance on Top..... 86 "
Width of Entrance on Bottom..... 53 "
Water on Blocks at Spring Tide..... 92 "

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LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
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READY AT SHORT NOTICE. 1534

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PAID-UP CAPITAL..... £87,500 0 0
II. FUND FUND..... 2,635,548 5 2

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F. KIENE,
Hongkong Manager,
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14, Des Vaux Road.
Hongkong, 20th October, 1902. [2794]

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INCORPORATED 1851.
Cash Security..... £2625,719
Total Losses Paid..... £6,769,240

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Hongkong, 22nd July, 1902. [142]

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against FIRE at Current Rates.

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Hongkong, 17th August, 1897. [28]

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The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Hongkong, 29th May 1895. [27]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

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CHINESE RISKS.

HOTZ, S'JACOB & CO.,
Hongkong, 1st September, 1902. [2327]

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Hongkong, 21st April, 1897. [1118]

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P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [73]

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NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12 NOBEL CARTRIDGES:—
Loaded with With Powder only. and 1 oz. of Shot.
Primrose Cases..... \$8.25
Pegamoid Cases..... 6.85
Ejector Cases..... 7.50
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong. [1839]

SCIENTIFIC MISCELLANY.

A SMOKE CURE—SEEKING BY WIRE—DEVELOP-
MENT IN ZOOLOGY—THE ANIMAL THER-
MOSTAT—THE EARTH'S IRRADIATION—A
HUNT FOR MEDICINES—IS THE AIR BLUE?
—DISTANT WEATHER-TESTING—LEAD IN
FLOUR.

A simple but successful remedy for smoke
has been brought to notice by a British engineer.
It is known as the Wilson smokeless process,
and it consists in injecting a mixture of air and
nitrate of soda into the fire. Though the first
trial was crude, with dirty soft coal under a Bab-
cock boiler, the dense smoke from the chimney
was reduced to invisibility. Tested further, the
smoke was not only cured, but there was an
increase of more than 20 per cent. in the output
of the boiler and its evaporative efficiency.

The theory advanced is that the solution of
nitrate of soda creates nuclei of intense heat
which fix the gases and enable the injected
air to combine with them.

The new image-transmitting apparatus of a
Belgian engineer includes two synchronous
motors, each about as large as an egg, which
are mounted at the transmitting and receiving
stations, and are driven at exactly the same
speed of 500 revolutions per second by current
from the same generator. Each apparatus car-
ries a small lens, which in every 50 revolutions
is oscillated through five degrees from the axis
of rotation. The receiving lens therefore
"sees" over a circle of ten degrees, and the
luminous variations in the spiral path are
instantly transmitted to the same points on the
receiver and by the second lens are thrown on a
screen. The light and dark points of the spiral
being passed through the selenium 40 times a
second, the image on the screen appears
continuous.

Our knowledge of the 390,000 living animal
species now known is being increased by 10,000
descriptions yearly. As an illustration of
zoological progress, Prof. G. B. Howes notes
that few earthworms were suspected to exist in
1874, but more than 700 species, belonging to
154 genera, have been recorded since then.

The human body, Lord Kelvin pointed out in
a British Association paper, is a natural
thermostat, an apparatus automatically main-
taining its constant temperature of about 98.4
deg. F. in the midst of surrounding variations
of scores of degrees. At ordinary tempera-
tures, the action depends upon heat drawn
from the combination of food with oxygen,
the place of the combination being chiefly in
minute tubes through which blood circulates
in all parts of the body, and not
mainly in the place where food is introduced
nor in the lungs. At high temperatures in a
moisture-laden atmosphere, the heat of combus-
tion must somehow be carried away by the
breath. This must be effected by the evapora-
tion of water, and the controlling mechanism
may be in the central parts about the heart,
or it may be directly effective in the blood-vessels
where food and oxygen combine. Experiments
are needed to show whether the body thermostat
acts perfectly at high temperatures. Healthy
persons may be safely kept in baths at 106 deg.
for a considerable time, in a steam-laden at-
mosphere; and it could thus be determined
whether blood heat rises much or any above
98.4 deg.

Sea-level does not, as is generally supposed,
represent the mean figure of the earth. The at-
traction of mountains and continents and vari-
ations of density cause the water to be heaped up
in places, and Col. Clarke has calculated that
the diameter of the equator ending in Singa-
pore and Peru is 24 miles shorter than the
diameter ending in Rhodesia and the Pacific.
Maj. S. G. Burrard estimates that in the region
of the Himalayas actual sea-level is about
8,000 feet higher than it would be if the shape
were not deformed. Another source of error in
surveys is the deflection of the plumb line,
and this cause makes the position of India
on the globe uncertain to some seven seconds.

The purpose of the new British Therapeuti-
cal Society is to determine the medicinal prop-
erties of all kinds of natural products. Es-
pecial attention will be given to plants locally
credited with curative powers, and it is expected
that many substances of value will be found.

A cloud is white because its corpuscles of
vapour are large enough to reflect all rays, large
and small. But the upper air has infinite num-
bers of particles so minute that they throw back
only the smaller—or blue—waves of light, and
not the larger red, yellow and green waves, and
thus blue is the predominant but not exclusive
colour of the sky. This long-accepted theory of
Tyndall's is now questioned by M. Spring, the
Swiss physicist. He has experimented with
luminous rays under many conditions, getting
all colours except blue, which failed to appear

until, by the aid of electricity, he secured a pure
atmosphere. This was clearly tinged with blue,
leading to the conclusion that the blue of the
sky is an essential quality of the air, of chemical
origin.

Meteorological instruments of gigantic size
have been designed by M. Janssen for the sum-
mit of Mont Blanc, and are to be read by
telescope from Chamonix, at the foot of the
mountain. The barometer is to have a huge
dial, with hands moved by a platinum float on
the mercury. The thermometer will contain
several quarts of alcohol, and will have degrees
marked an inch or more apart. The force and
direction of the wind will be estimated from
the deflection of an iron ball filled with mercury
and suspended from a post.

Lead poisoning affecting many persons has
been traced by a German physician to a curious
source. Deep holes in the stones of an old mill
were found to have been ignorantly filled with
lead, and flour ground by these stones showed
as high as one part of metal in 4,000. It was
this flour that produced the poisoning.

In the last two years the scarlet fever serum
of Dr. Mesor, of Vienna, has been tried on 40
patients. Its efficiency as a cure has been
shown by a reduction of the mortality in these
cases to nine per cent.

I. TIMATIONS

WANTED.

TWO UNFURNISHED ROOMS in a
healthy, nicely situated house. Kowloon
preferred.
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Care of Daily Press Office.
Hongkong, 8th December, 1902. [3257]

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A FOUR-TO SIX-ROOMED HOUSE for
residence at Kowloon, at once or later.
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INSPECTION NORDD. LLOYD,
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Hongkong, 8th December, 1902. [3268]

WANTED.

A EUROPEAN ASSISTANT experienced
in Shipping and General Office Work.
State Salary.
Apply by letter to—
No. 101.
Care of Daily Press Office.
Hongkong, 2nd December, 1902. [3215]

WANTED.

A JUNIOR PORTUGUESE CLERK for
General Office Work. Must possess
intelligence and good handwriting.
Apply by letter to—
C. B. A.
Care of Daily Press Office.
Hongkong, 2nd December, 1902. [3216]

SOLE AGENT wanted for Specialities in
Engine Packings and Hair Balmings.
Apply the FRICTIONLESS ENGINE
PACKING CO., LD., Headham Vale Works,
Manchester, England. [3276]

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Hongkong, 18th January, 1893.

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WOOD HORSES, SOLDIERS, CANNONS, AIR GUNS, SWORDS, PISTOLS,
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WONDERFUL MECHANICAL TOYS, CLOWN AND BARROW, ORGAN
BARROWS, RACE GAMES, BRICKS, DRUMS, MUSICAL TOYS, STABLES,
ENGINES, PORTS, TENTS, FROG GAME, BOXES OF TOOLS AND TRICKS,
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500 NEW AND USEFUL GIFTS FOR LADIES AND GENTLEMEN. GLOVES,
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BLASTING GELATINE AND GELIGNITE,

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is an opening in the horny skin-wall
that protects the tissues within from
the germs without. VINOLIA contains
no germs, and is specially prepared
for shaving, and for the complexion,
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1347-3

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"GUINEA GOLD"

CIGARETTES

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[2965-1

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FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager.
24, Des Vaux Road.
Hongkong, 13th June, 1902. [1655]

FOR SALE.

CRUISER YACHT for Sale, about 45 feet
over all. Fine Sporting Boat. Accom-
modation for Four. Price, \$1,500. Owner would
consider offers or sell share, as he seldom uses
the yacht.

W. ROBINSON,
ROBINSON PIANO CO., LD.
Hongkong, 1st November, 1902. [290]



[2727-3

OCEAN STEAM SHIP COMPANY, LD.

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GLASGOW and LIVERPOOL	"TYDEUS"	On 13th December.		
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.		
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.		
GLASGOW and LIVERPOOL	"PYREHUS"	On 14th January.		
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.		

FOR	HOMEWARDS.	STEAMERS	TO	DUE
LIVERPOOL DIRECT	"ALCINOUS"	On 15th December.		
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.		
AMSTERDAM and LONDON	"PELEUS"	On 6th January.		
LONDON	"ANTENOR"	On 20th January.		
LIVERPOOL	"TYDEUS"	On 20th January.		

The S.S. "ALCINOUS" left Shanghai on the 11th inst., and is expected here on the 14th inst. to load for Liverpool.
The S.S. "TYDEUS" left Singapore on the 8th inst., and is expected here on the 13th inst. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"OOPACK"	On 12th December.		
GLASGOW and LIVERPOOL	"NINGCHOW"	On 25th December.		
GLASGOW and LIVERPOOL	"PAKING"	On 2nd January.		
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.		

FOR	HOMEWARDS.	STEAMERS	TO	DUE
MARSEILLES, HAVRE, LONDON and ANTOWER	"TEEN KAI"	On 20th December.		
NAPLES, LEGHORN and LONDON	"HYSON"	On 22nd December.		
MARSEILLES, HAVRE and AMSTERDAM	"OOPACK"	On 16th January.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DUE
VANCOUVER and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 27th December.	

The S.S. "OOPACK" left Singapore on the 6th inst., and is expected here on the 12th inst. For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 11th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DUE
SHANGHAI	"WOOSUNG"	On 17th December.	
CEBU and ILOILO	"KAIFONG"	On 18th December.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 29th December.	
AMOY, SAMARANG and SOERABAYA	"KWEIYANG"	On 22nd December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. * Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. * See Special Advertisement. For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 12th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA FOR	PORTLAND, OREGON	STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
OPERATING IN CONNECTION WITH THE		"INDRASAMHA"	5,197	R. P. Cruvee	December 20, 1902
STEAMSHIP		"INDRASAMHA"	5,197	R. P. Cruvee	January 14, 1903
STEAMSHIP		"INDRASAMHA"	5,197	R. P. Cruvee	February 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 9th December, 1902.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. W. Almond	Manila Direct.	17th Dec., at Noon.
ZAFIRO	2540	E. W. Almond	do.	24th Dec., at Noon.
DIAMANTE	1980	A. H. Nodley		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 11th December, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 14th December.
TAMSAI, VIA SWATOW AND AMOY	"T. W. GROVES"	December 21st.
FOOCHOW, VIA SWATOW AND AMOY	"DAIGI MARU"	December 21st.
ANPING, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 17th December.
ANPING, VIA SWATOW AND AMOY	"I. GOTO"	December 24th.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	December 24th.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 12th December, 1902.

T. ARIMA, Manager.
DAVID CORSE & SON, MERCHANT NAVY, LONG FLAX, REBEL CROWN, TARPULING, ARNHOLD, KARBERG & CO., Sole Agents.
FURNITURE STORE, FASHIONABLE CENTRE CARPETS, ELECTRO-PLATE, LIQUOR FRAMES, and FOOCHOW LACQUERED WARE.
Hongkong, 31st October, 1902.

VESSELS ON THE BERTH

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN and BALTIC PORTS.

The Danish Steamers.

"PRINSESSE MAJIE," Captain Borentzen, due here about the 10th inst., will have quick despatch as above.

For Freight or Passage, apply to **MELCHERS & CO., Agents.**
Hongkong, 2nd December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN and BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL and RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 14th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 3rd December, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"VINDOBONA," Captain Cobol, will be despatched as above on THURSDAY, the 18th December, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 29th November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIAN ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH and LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

The Steamship

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 20th December, at Noon, taking passengers and cargo for the above ports.

Specie and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to **E. A. HEWETT, Superintendent.**
Hongkong, 8th December, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE—VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th December.

"TAIYUAN" " " 20th January.

"TSINAN" " " 16th February.

"CHANGSHA" " " 7th March.

Superior accommodation amidships. Electric Light throughout. Fitted with refrigerators which ensure a fresh supply of ice and Provision during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.
China Navigation Co., LD.
Hongkong, 8th December, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to **DODWELL & CO., LIMITED, General Agents for China and Japan.**
Hongkong, 4th August, 1897.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

The Steamship

"BENMOHR," Captain Wallace, will be despatched as above on or about the 10th December.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**
Hongkong, 26th November, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Company's Steamship

"LAOS," Captain Flamin, will be despatched for the above ports on or about MONDAY, the 15th inst.

For Freight or Passage, apply to **G. DE CHAMPEAUX, Agent.**
Hongkong, 10th December, 1902.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.

The Russian Steamer

"KOREA," Captain Peritt, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch.

For Freight or Passage, apply to **MELCHERS & CO., Agents.**
Hongkong, 27th November, 1902.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG," Captain Jahrg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 9th December, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship

"LIGHTNING," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., on the 12th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LD., Agents.
Hongkong, 10th December, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"VALETTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Himalaya. From Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY, the 5th inst.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 5th December, 1902.

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 7th December, 1902.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rasaitino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

The Steamship

"CAPRI," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.

CARLOWITZ & CO., Agents.
Hongkong, 8th December, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BELEDI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., Agents.**
Hongkong, 5th December, 1902.

HONGKONG STEAMERS.

Arnold Layton, Ger. str., 1,075, Urberfeldt, Nov. 30, E. A. Trading Co.

Bumohr, British str., 1,362, Wallace, Dec. 6, Gibb, Livingston & Co.

Bygdo, Norwegian str., 771, Carlson, Nov. 13, Sander, Wierler & Co.

Capri, Italian steamer, 4,195, Belato, Dec. 8, Carlowitz & Co.

Cassini, German str., 1,365, Garlach, Nov. 28, Lauts, Negecker & Co.

Charvet, British str., 1,428, Field, Dec. 4, Bradley & Co.

Cheltenham, British str., 2,415, Brophy, Dec. 8, Chinese.

Choyda, British steamer, 1,467, Cox, Dec. 5, Jardine, Matheson & Co.

Cikhi, British steamer, 1,183, McKay, Dec. 4, Butterfield & Swire.

Daigi Maru, Japanese str., 846, Groves, Dec. 10, Osaka Shosen Kaisha.

Dentores, German str., 1,001, Fruhm, Dec. 3, Siemens & Co.

Devawongse, Ger. str., 1,057, Kumpel, Dec. 7, Butterfield & Swire.

Doris, Norwegian str., 965, Jacobsen, Nov. 30, Chinese.

Easton, British steamer, 3,300, Ellis, Dec. 3, Gibb, Livingston & Co.

Elg, Norw. str., 795, Christoffersen, Nov. 19, Chinese.

Empire, British str., 4,496, McArthur, Dec. 8, Gibb, Livingston & Co.

Empress of Japan, British str., 3,903, Pybus, Nov. 25, C. P. & Co.

